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[a463]

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[a25]

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Hongkong, 4th January, 1912. [157]

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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 16TH, 1912.

Judging from reports through Chinese sources the loan negotiations are beginning to take on a more hopeful aspect, and it looks as though some more or less satisfactory compromise on the question of foreign supervision of the expenditure of the projected loan is within sight. We gather that it has been agreed to entrust the Commissioners of Customs to supervise the disbursements to the soldiery whom it is intended to disband, and that a separate Audit Department with a foreign financial expert at its head has been conceded. The Government is also prepared to appoint a foreign expert to advise on the reform of the currency. This appears to be about the limit to which the Chinese Government is prepared to go towards conceding foreign control of the nation's finances, and it remains to be seen whether the Syndicate of capitalists who are prepared to lend to China the large amount of capital she urgently needs will regard these arrangements as affording adequate security for so large a loan. It is urged on the Chinese side that "a free people" would not stand the humiliation of foreign control of their national finances; "besides," says one writer, "the Chinese have been known to the world by the unflinching fulfilment of their promises to pay their national debts, and this again is a good security for an investment." We need not stop to expose the transparent speciousness of the argument. There is no need of a reminder that China actually has

failed to fulfil some at least of her promises to pay, since the Revolution broke out; nor is there need to insist that while a nation may faithfully discharge its obligations when its debt is small, it does not necessarily follow that it could meet its obligations when its indebtedness is trebled, especially if, as must be the case, a large amount of the capital borrowed is expended unproductively. Mr. JAMESON, the retiring President of the China Association, in the interesting speech we report in another column, shows that supposing China gets a loan of £200,000,000, it means that her total indebtedness will be about £200,000,000, and the annual charge on this would amount to quite half the present ordinary revenue of China. To meet these new obligations she must increase her revenue. Both the President and the Finance Minister in recent public speeches have foreshadowed how this is to be done—chiefly, by raising the import tariff (on the condition agreed upon in the Mackay Treaty of 1903), and by reforming the land tax. Mr. JAMESON declares that any sudden great increase in the land tax cannot be met. Yet half a dozen years ago the late Sir ROBERT HART advocated this tax in an illuminating memorandum. LI HUNG CHANG also saw great possibilities of revenue from the land. He reckoned that two-thirds of the land could pay land tax. Sir ROBERT HART, to be within the mark, assumed that only one half paid, and he estimated the possible revenue at 400 million taels, which is just about double the present ordinary revenue of China. Mr. JAMESON recognises, as the late Inspector-General of Customs did, that a large portion of what is extracted from the peasant proprietor never reaches the exchequer; but how, he asks, is that to be suddenly altered? Sir ROBERT HART drew up a scheme for the reform of the administration, in order, on the one hand, to ensure that all money collected reach the Treasury, and, on the other, to do away with the exactions from the people which formed so prominent a feature of the old régime. Mr. JAMESON is, of course, well aware of the HART scheme, but he pertinently asks whether it is to be supposed that human nature has been so altered by the Revolution that there will be no more exaction and waste. Time alone will show. In many parts of China the new authorities have dealt with cases of exaction from the public funds with the utmost rigour of the law. At the outset of the Revolution the leaders repeatedly announced their intention of purging the administration of corruption, and it will be fortunate indeed for China if the new rulers succeed in this laudable enterprise. It is perhaps too early yet to judge of their success, but it was disappointing to find on the recent publication of China's budget estimates that the revenue shown was no larger than it has been in any other year since a national budget was compiled. The struggle over the huge loan has been useful to the rulers of China in that it has emphasised the weakness of China's financial administration, and in so far as it serves to bring about honesty in the administration the "humiliation" to which so many Chinese consider they are being subjected will prove a great blessing in disguise.

Thos. Gillespie, of the steamer *On Sang*, was charged with having been drunk and disorderly in Wellington Street. He was fined \$5.

The typhoon signals were hoisted in Hongkong for the first time this season yesterday. The Manila Observatory reported the typhoon to be E.S.E. of Guam, mooring N.W.

We learn from Japan papers that the Nippon Yusen Kaisha has decided to increase by two yen the monthly pay of its chief firemen and seamen and ship's carpenters, while ordinary firemen and seamen will receive an additional 1 yen per month. This new scale went into force from the 1st inst.

The Garrison Orders announce that the following officiating appointments are made with effect from the 15th May, 1912:—Major O. H. Lawson, 26th Punjab, to be officiating 2nd in Command vice Major L. B. Walton, appointed Commandant, Captain E. A. Maude, 26th Punjab, to be officiating D. O. Commander in addition to his own duties vice Major O. H. Lawson, appointed officiating 2nd in Command.

John William Patten, of "F" Co. K.O.Y.L.I., was charged before Mr. Irving with stealing \$100 from Wing Kee, a money-changer carrying on business in Queen's Road. Defendant pleaded guilty. The evidence of the police was to the effect that the money-changer was counting money on the counter, when defendant snatched it and made off. Defendant denied that the money was being counted. He would not have stolen it had it not been lying on the counter. An officer of the regiment stated that the man bore a good character in the Army, save for a few minor offences. Defendant was sentenced to three months' imprisonment.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## SUDDEN DEATH OF KING OF DENMARK.

LONDON, May 15th.  
A telegram from Hamburg states that the King of Denmark died suddenly in a hotel there last night.

(King Frederic VIII. was born on June 3rd, 1843, and married in 1869 Louise, Princess of Sweden and Norway. He succeeded to the Throne in January, 1908, on the death of his father, King Christian and has thus reigned a little over six years. The heir to the Throne is Prince Christian, who was born in 1870, and married in 1896, Princess Alexandrine of Mecklenburg-Schwerin. The late King Frederic VIII. was a brother of Queen Alexandra of the United Kingdom of Great Britain and Ireland, and consequently Uncle of King George.)

## THE CHINESE LOAN.

MEETING OF THE BANKERS.

LONDON, May 15th.  
The first meeting of the bankers representing the six Powers concerned in the proposed loan of £200,000,000 to China, was held today at the offices of the British and Chinese Corporation Office.

M. Veistræte, Director of the Russo-Asiatic Bank, on arrival in London to represent Russia, immediately concerned with the Russian and Japanese Ambassadors.

In the course of an interview with Reuter's representative, he said that Russia had no political motives or aspirations beyond safeguarding her special interests in Mongolia and Western China. All the Powers felt strongly that political control of the vast sums of money in contemplation should take precedence of financial control, and held that it was most important that the bankers should act on decisions taken by the representative of the six Powers, and co-operate with them.

## THE BRITISH INQUIRY INTO THE "TITANIC" DISASTER.

LONDON, May 15th.

At the resumption of the inquiry to-day a searching investigation was made as to whether the *Californian* was the vessel whose lights were seen from the *Titanic* when she was foundering.

The Captain of the *Californian* gave evidence to the effect that he spoke vessels with lights showing, and afterwards saw rockets a few miles off, not far from the spot where the *Titanic* actually struck, but he was positive it was not the *Titanic*, which would have been unmistakable. He was unable, however, to indicate any other vessel, to which the lights could have belonged, as being in the locality at the time.

An apprentice on the *Californian* testified that he saw a vessel which fired many rockets, and seemed to be listing heavily to starboard.

## THE RELIEF FUND.

The fund in aid of the sufferers from the *Titanic* disaster now totals £400,000. Mr. and Mrs. Ismay have contributed £11,000 towards the fund for the widows of those who were lost while in the active service of the British Mercantile Marine.

## RESULT OF THE FIREMEN'S STRIKE.

LONDON, May 15th.

At a conference between the Liverpool shipowners and the seamen and firemen, it was decided to raise the wages of the latter 10/- per month, except in the case of those employed on mail steamers.

## WFLSH DISESTABLISHMENT AND HOME RULE.

LONDON, May 15th.

The debates on Welsh Disestablishment and Home Rule were sparsely attended, because it is generally felt that their passage through the House of Commons and their rejection by the House of Lords are equally certain.

## THE AVIATION FATALITY AT BROOKLANDS.

LONDON, May 15th.

The passenger who ascended at Brooklands with the aviator Fisher, and who was killed by the falling machine, was Mr. Victor Mason, vice-President of the Development Company of America, and director of other mining companies. He was on the point of concluding a big deal in London.

[THROUGH REUTER'S AGENCY.]

## THE FRENCH MOTOR BANDITS.

ANOTHER HOUSE BESIEGED AND STORMED.

LONDON, May 15th.  
Garnier and Vallet, accomplices of the bandit Bonnot, who was recently shot by the Paris police, have been tracked down and are being besieged in a house at Nogent-sur-Marne. They are firing on the police and the crowd, and a police sergeant has already been wounded and taken to hospital.

THREE POLICEMEN WOUNDED.

The siege of the house where Garnier and Vallet have taken refuge, continues. Three of the police, including two inspectors, have been wounded, one seriously.

The scene is an extraordinary one, the soldiers pouring in volleys and the bandits replying. Dynamite bombs were thrown at intervals, making breaches in the walls. The huge crowd was swelled by arrivals from Paris in motor, tramway and train. Early in the evening, when the bandits had fired several hundred shots, the police, zouaves and gendarmes made daring rushes, protected by shields. Heavy stones were thrown from an adjoining railway viaduct, crushing in the roof of the house. The bandits increased their fire, the soldiers piling on the viaduct and the garden wall firing at the dim shapes of the bandits whenever they appeared at the windows. The crowd was very excited and some, who were armed, were with difficulty restrained from indiscriminate shooting. Passengers arriving in the trains at the viaduct were gesticulating from the windows and shouting "Death to the bandits!" The firemen arrived at midnight with a searchlight. A council of war was held and it was decided to cut down the hedge surrounding the garden in a final effort to blow up the house.

THE END OF THE SIEGE.

A cartridge containing two pounds of melinite was exploded at two o'clock this morning, partially destroying the house. After the explosion the police launched dogs at the breach, and the crowd listened breathlessly to their barking. Then came volleys and after several minutes of cross fire, Garnier was found killed. Vallet died on the way to Paris. Two policemen were wounded and sent to hospital.

The house was stormed and the ruins searched by torchlight. The bandits were unharmed and carried out to the waiting motor cars, and the crowd rushed in toynch them.

On the conclusion of the siege M. Lepine, the Prefect of Police, was mobbed, the crowd breaking the barriers and trying to carry him in triumph.

Garnier's mistress, a woman named Vuillemin, who rushed out to the police during the firing, says that the bandits took no precautions against discovery, and thinking their disguises impenetrable, strolled about with the neighbours. They had two thousand cartridges piled near the windows and intended to shoot many police before blowing up the house. They had made preparations for a week's defence.

## THE NAVAL MANOEUVRES.

LONDON, May 15th.

At the naval manoeuvres Admiral May First Sea Lord, is Umpire-in-Chief, Prince Louis of Battenberg is in command of "A" Fleet, and Admiral Beatty commands the Cruiser Squadron.

The *Times* remarks that the appointment of the First Sea Lord and the Naval Secretary of the First Sea Lord to commands in manoeuvres is unprecedented. The Admiralty have given heavy coal orders to Cardiff, much in excess of the customary monthly allowance.

## BRITISH NAVAL APPOINTMENTS.

LONDON, May 15th.

Vice-Admiral Colville has been appointed to command the First Squadron; and Rear-Admiral Briggs to command the Fourth Squadron.

Rear-Admiral Moore has been appointed a Commissioner of the Admiralty and Rear-Admiral Brock, Admiral Superintendent at Gibraltar.

## THE GERMAN NAVY ESTIMATES.

LONDON, May 15th.

The Reichstag has passed the second reading of the Navy Law Amendment Bill and the Supplementary Naval Estimates.

## DANGERS OF BLASTING.

CONTRACTOR FINED.

At the Magistracy yesterday before Mr. Melbourne, Un Lau On, a contractor, was charged with blasting without taking the necessary precautions in the construction of the new road from Chamberlain Road to Plantation Road.

Mr. Edwards, building inspector, of the Public Works Department, prosecuted and Mr. Lewis defended.

Mr. Edwards stated that Dr. Stedman was on Plantation Road on April 30th in his chair when he heard an explosion as of blasting, and a stone dropped just behind him and his coolies.

Mr. Lewis stated that blasting had been going on on the road for a long time. Mr. Melbourne—You have no evidence that blasting has been going on?

Mr. Lewis—I do not dispute that blasting was going on. It is admitted that there is a responsible person in charge of the works, and that he is responsible to the Government for the way it is carried out by the contractor. If he did not know everything that was going on on the road it was his own fault.

Mr. Melbourne—Mr. Xavier says it is quite possible for blasting to be going on on one side of the road without him knowing it.

Mr. Lewis—Then it is up to the P.W.D. to get more overseers.

Mr. Melbourne—Mr. Xavier said there was no clause in the contract about blasting.

Mr. Lewis—No, but it was contemplated by the Department that blasting would be used. The Government had closed the road and Dr. Stedman had no right there while it was closed by the Department.

Mr. Melbourne—Dr. Stedman said the road was clear when he passed along it.

Mr. Lewis—The road was not clear until May 3rd. I submit that no case has been made out; they have not proved that a stone came out of the blast hole.

Mr. Melbourne—The contractor did not have a permit to blast and there is nothing in the contract regarding blasting, as far as I know.

Mr. Lewis—There must have been. Everyone knows that there has been blasting on the new road for the past six months.

Mr. Melbourne—Do you want a remand?

Mr. Lewis—No, I strongly submit that there is no case.

His Worship did not agree. Mr. Lewis then called the contractor, who stated that the work on the new road had been in progress for about six months. The work had been carried out under the direction of Mr. Xavier, and under the supervision of a Chinese overseer of the P.W.D., who was always present at the work. From the very beginning of the work there had constantly been blasting, which had been done with the consent of Mr. Xavier. In consequence of the work, two gates were erected on Plantation Road. They were up until April 30th.

Mr. Melbourne—Is it not a fact that they were not up on April 30th?

Witness—No, the gates were still there. Witness further stated that there was nothing in the contract about blasting.

Mr. Melbourne—Don't you know that it is necessary to get a permit to blast, because it is on a Government contract?

Mr. Edwards contended that the gates must have been down on April 30th, otherwise Dr. Stedman and his coolies could not have got on to Plantation Road.

In answer to Mr. Lewis, witness stated that unless there was a clause in the contract prohibiting him from blasting, he was allowed to blast.

The foreman on the work stated that the blasting complained of by Dr. Stedman was carried out with all due precaution.

Mr. Melbourne remarked that the evidence showed that there were no gongs or flags to warn people of their danger. He fined defendant \$100 or three months' imprisonment.

## SATURDAY'S ENTERTAINMENT AT THE PEAK.

Following is the programme of the Grand Variety Entertainment at the "Palace Theatre," Mt. Austin, on Saturday:—

- PART I.  
1—Overture ..... THE ORCHESTRA.  
2—Mental Telegraphist ..... LITTLE RUPERT.  
3—Illusionist and Reptil ..... THE BOY WONDER.  
4—A Monkey Ditty ..... THE "WHITEAITS."  
5—A Comedian ..... MR. WORCESTER.  
6—A Ballad and a Serenade ..... H. E. MR. CLAUD SEVERN.  
7—Violin Soloist ..... HERR TIMMERSCHIEDT.  
8—Piano ..... MADAME LOUISE THOMAS.  
9—Song ..... MRS. GORDON.  
(This will be the last appearance of Mrs. Gordon in Hongkong.)  
10—A Selected Item with Chorus ..... MRS. WALKER and THE "WHITEAITS."  
Interval of ten minutes.

PART II.  
"THE CONVERSION OF SAT STURGE."  
A comic play in one act by Malcolm Watson.

CHARACTERS:  
The Bishop of Minterweir ..... Capt. R. E. BOULTON.  
Nat Sturge, a burglar ..... Capt. G. H. ADDISON.  
Raddles, his assistant ..... Mr. A. U. COLLIS BROWN.  
Julia, The Bishop's daughter ..... MRS. ADDISON.  
God Save The King.



## CHINA ASSOCIATION.

## ANNUAL MEETING IN LONDON.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 24th.

The upheaval in China did not attract a crowd to the annual meeting of the China Association in London, which was held this afternoon at the offices of the P. & O. Co. in Lendenhall Street. In fact it was the smallest attendance for several years, and the proceedings were appropriately brief.

Mr. George Jamieson presided, and among those present were: Messrs. R. Chatterton Wilcox, Thomas Brown, C. M. H. Playfair, A. G. Wood, William Harwood, Garthom Stewart, M. P., Henry Kewick, M. P., Byron Brennan, H. H. Joseph, George B. Dodwell, J. R. Michael, E. A. Probst, H. Wilcockson, F. Salinger, Captain C. V. Hogg, Sir Alfred Dent, H. F. Carmichael, G. A. Richardson, H. T. Montague Bell, J. C. Bois, Captain G. V. Lloyd, E. Cousins, and the secretary, H. C. Wilcox.

## THE CHAIRMAN'S ADDRESS.

The CHAIRMAN, in moving the adoption of the report, gave a short survey of the situation in the Far East as affecting the doings of the Association. In the course of his remarks he said:—The first business before the meeting is to pass the report and accounts, which have, as usual, been duly circulated among you, but before putting that resolution, I should like to say a few words by way of supplement to what is said in the report and to give some account of our stewardship during the last 12 months. The number of questions brought before us from Shanghai and the other branches has not perhaps been so numerous as in some former years, but the gravity of the situation brought about by the revolution and the effect it might have on British trade and British interests generally, have occupied our earnest attention for the last six months.

## THE CONSERVANCY OF THE WHANGPOO RIVER.

The first item on which I would remark is the conservancy of the Whangpoo River. The committee were pleased to learn, as stated in the report, that the foreign Ministers at Peking had agreed to put the Shanghai Chamber of Commerce scheme into operation for the time being of the co-operating Government. Since the report was written, however, we have learnt from a letter from the Foreign Office that a hitch has occurred. The Chamber of Commerce scheme contemplated that the levy of 2 per cent. of customs duties would be carried out by the Commissioner of Customs. It appears that Sir John Jordan succeeded in obtaining from the Waiwupu a letter to the Inspector-General giving him discretionary authority to co-operate in the scheme, and the latter in instructing the Commissioner at Shanghai had deemed it prudent to direct him, before issuing a notification on the subject, to lay the matter before some of the influential members of the Republican party at Nanking, and explain to them the necessity of the tax and the purpose for which it was proposed. When the matter came before the *de facto* Government at Nanking this body informed the Shanghai Commissioners that the proposed consultative board under Article 10 "offended their susceptibilities," and unless that Article could be kept in abeyance they would object to the tax. Article 10 appears to me a most innocent provision, and merely provides a body— which, moreover, includes a member of the Chinese Chamber of Commerce—to watch the commercial interests of the port. There is no interference proposed. However, it offended the susceptibilities of the Nanking party, and so, for the time being, they refused their consent. We note, however, from a letter just arrived from Shanghai that the Association is taking the matter up again with the Board of Customs, and some correspondence has gone forward. I saw it stated in one paper that Yunn Shih-kai had given positive instructions for the scheme to be proceeded with. The difficulty is rather a disappointment, especially coming from the new Republicans at Nanking. They proclaimed very loudly they were going to encourage foreign trade, and the first moment we came up against them they oppose us. Their susceptibilities suggest the old formula of sovereign rights over again. From all our information the river is deteriorating rapidly, and the consequence of delay will only mean greater expense to all parties concerned, the Chinese as well as ourselves.

## THE SETTLEMENT EXTENSION.

With regard to the extension of the Shanghai settlement, we are no further forward here. We learn, however, from Shanghai, the matter has been taken up again, and the suggestion has been made that the settlement of the Conservancy scheme and the extension of the Settlement should be precedent to the recognition of the Republic. If they can get all the Powers to co-operate in that, I can see a very good prospect of both being carried out. One Power cannot very well stand out for its particular interests when a general scheme of recognition is before them, and they are all equally interested in seeing Shanghai put in a proper condition, so as to allow precautions to be taken against the introduction of plague and other diseases, and to put an end to the overlapping of authority that leads to unseemly conflict by which criminals alone benefit. I hope therefore, we may before long see some result here.

## THE RECENT TROUBLES.

The importance of Shanghai as a city of refuge has been demonstrated in the most marked manner by the recent troubles. Viceroy and Tientsin who have hitherto offered extension have been the first to seek safety and shelter under the municipal flag. It is due to the revolutionary authorities to recognise that they have carefully respected the neutrality of Shanghai, and that at no time have the lives or property of foreign subjects been put in jeopardy. Some apprehension was felt at one time in this country as to the safety of goods stored in Shanghai in case of an emeute or mutiny of

troops, and I am glad to say we received from the Foreign Office in reply to our representations an assurance that all contingencies were amply provided for. The transfer of two extra Indian regiments from Bombay to Hongkong was noted as a satisfactory feature. Hankow, which was in the midst of the fighting, was, of course, in a worse plight than Shanghai. The greatest credit is due to the local volunteer force, who had to undertake guard duty for a long and anxious period, notwithstanding the presence of a considerable naval force. In response to an urgent appeal from them we addressed the Foreign Office, and had the satisfaction of learning that 200 men of the Yorkshire Light Infantry were dispatched within a few days.

## CHINA'S PRESSING NEEDS.

The other subjects mentioned in the report do not call for any special remark. Currency reform, for instance, is, I am afraid, relegated to an indefinite future, and I should only warn you if I attempted any disquisition on the merits of the proposals. But perhaps you may expect me to say something on what I am sure is occupying all your minds, and that is the question: When are things in China going to settle down and allow trade to resume its normal course? The first necessity is to have a Government that will govern: that is to say, that will put down brigandage, ruffianism, burning and plunder with a strong hand, and protect the peaceful citizen in the pursuit of his industry. We care not whether it is a monarchy or a republic or a military dictatorship, so long as it keeps the peace. But that is precisely what we have not got, and though I would like to be optimistic, I confess the outlook does not seem to me very cheerful. It is often said that the Chinese are a law-abiding and peaceful people, industrious and easily governed, and that is true in the main. But there is a large fringe of them who are anything but law-abiding, who live on piracy, robbery, and blackmailing their peaceful neighbours. By the dissolution of the Imperial Government, this flood of ruffianism has been let loose on the country, and is working its will on a defenceless peasantry unchecked and unpunished. Lamentable accounts of such doings continue to appear in every China paper. To put an end to this state of lawlessness is the first and most urgent need. The ill-assorted masses of troops that the rebellion has gathered round about Nanking is another standing menace to the peace of the country. There is reason to think that a good deal of the ruffianism has been admitted into their ranks. A striking illustration of this is to be found in a recent report of the Superintendent of Police at Shanghai, who informs the Council that he has ascertained that ex-convict No. 7750, sentenced to two years and to be expelled the Settlement as leader of a gang of robbers, was now a general in command of a part of the city garrison. Another of the same kidney was a captain in command of a battery at Woosung. If the commanding officers are of that type one may judge what the rank and file are like. (Laughter.) It is smaller wonder if inept mutiny is rife, and indeed at any moment a serious outbreak may yet occur. It is imperative that the bulk of this force should be disbanded at once. There is reason to think that if they consent to be disbanded would only throw most of them back to their old occupation of brigandage. Even that, however, would be less dangerous than that they should have guns and ammunition in their hands.

These are the immediate and pressing needs if peace and order is to be restored, but behind all that there is the serious question of the reorganisation of the Government and the still more urgent question of finance. I cannot take up your time over these very thorny points, but I would just remark that, as to the first, the crux is—Is China to remain an organic whole or is it to be a loose agglomeration of semi-independent republics? One can conceive the old organisation being continued with the President and a Cabinet in lieu of the Emperor and the Grand Council, and that no doubt would be the easiest solution. But will that suit the revolutionary party? Or, again, would it suit the Provincials such as Szechuan and Hubei, who took up arms in defence of provincial rights and came out on top? Are they going to surrender their new-found freedom to a new Central Government? Are the taxes to be Imperial taxes and levied by Imperial officers, or will the Provincials insist on keeping hold of their own taxation? In that case how are the old national obligations to be apportioned, and who is to be responsible for the heavy additional borrowing which appears inevitable? These questions will come up before the new National Assembly which we understand is to be summoned shortly. Its meeting will be an event of first-class importance, for it is not too much to say that on its composition and behaviour the whole future of China depends. If the Province really send forward their best representative men, and if a reasonable spirit of give and take prevails, all may yet be well. The influential gentry of the provinces with a few exceptions have so far stood aloof from the revolutionists; but, on the other hand, there is nothing to prevent them from accepting the *fait accompli*, and working together for the good of the country. But, if on the contrary the bulk of the representatives are self-elected agitators such as compose the present so-called Assembly at Nanking, it is to be feared the result will be a fiasco, or more probably a tragedy. It is certain that no Government purporting to be based on the will of the people can live unless it is in touch with the support of the middle provincial classes. They may be backward and unprogressive, reactionary if you like, but they are a power to be reckoned with. The only alternative is a Government resting on force pure and simple, and that, to say a military dictatorship, and that would mean a return to no distant date to the old style of absolute monarchy. Meantime, Yuan Shih-kai has got together a provisional Cabinet or Ministry, and though necessarily composed of somewhat heterogeneous elements, it may be presumed it will hold together until

the National Assembly meets. It is to be hoped that they will use the interval for endeavouring to check the rampant lawlessness and in weeding out the undesirable among the troops, both northern and southern.

As to finance, it is admitted on all hands that China must have more money if she is to be saved from bankruptcy and anarchy. Some authorities tell us she will require at least £80,000,000 in the next few years; and some put it much higher. But taking at £20,000,000. That would bring China's foreign indebtedness up to about £200,000,000. The question is, can she pay her way with this burden, the annual charge for which, interest and amortisation combined, cannot be far short of £13,000,000 or £14,000,000, say, £13,000,000,000? To me it seems quite certain that on the existing basis of taxation she cannot. Only some 15 years ago competent authorities estimated the whole revenue of China at less than £100,000,000. By dint of pressure it has risen since then, but even the official budget of 1911, the first and only one ever presented, put the revenue at only £128,000,000, and that included large sums which do not appear to be revenue at all. The four main taxes, viz., land, salt, customs, and lekin, amounted in all to £128,000,000, so that about half the revenue proper would have to go in payment of foreign debt. The expenditure side of the budget showed outgoings of £133,000,000, of which only 52 were for the service of foreign debt, and there was a deficit of some £80,000,000. If the service of the foreign debt were increased to £100,000,000 the deficit would, other things being the same, be between £18,000,000 and £19,000,000. The revenue can, no doubt, be still further improved, but not so as to make the people seem to think China is essentially a poor country, though no doubt containing vast possibilities. In point of wealth, penicils stand for what pounds do in England. Any sudden great increase in the land tax, for instance, could not be met. It is quite true that a large portion of what is extracted from the peasant proprietors never reaches the exchequer, but how is that to be suddenly altered? Native agents must be employed as heretofore, and it is to be supposed that human nature has been so altered by the revolution that there will be no more population and waste? (Heard, hear.) As well expect a miracle at once. The salt revenue is another item which it is supposed could be largely increased. Its present yield is about £14,000,000, and it is said to be made to yield double that amount, but I have to be possible enough. But here, again, the reformer is up against an obstacle in the shape of vested interests. The salt trade is in the hands of monopolists, who have paid money for the privilege, and who, consequently, have to be bought out. It will probably cost two or three years' purchase of the enhanced revenue to appropriate the monopolists, and though in my opinion it ought to be done, it will be seen that no immediate aid can be expected from that quarter. It is highly probable that the Treaty Powers will soon be approached to sanction an increase of tariff from 5 to 12 1/2 per cent. in terms of the Mackay Treaty in return for the abolition of *lekin*. It was reported some time ago that *lekin* had been in effect abolished round Shanghai. Whether that is so or not I do not know, but if in truth *lekin* could be swept away, barriers and all, I think foreign trade would gain very much from the increased duty. This happens to be the year when the Mackay Treaty falls due for revision, and it seems desirable that the question should be kept open until such time as the new Government is fully installed. The increase of Customs duty would not, however, bring any immediate gain to the revenue. At present Customs and *lekin* combined yield about £18,000,000, whereas raising the tariff on imports to 12 1/2 per cent. with some adjustments on exports, would probably not yield more at present than £20,000,000 to £25,000,000. But given stable government much might be hoped from the expansion of trade. The conclusion from these figures is that if China is not at the moment actually insolvent her finances are in an extremely embarrassed condition, and it will require very careful nursing to tide her over the next four or five years. Three conditions appear to me to be essential if she is to be brought back to solid ground: The first is, a united and stable Government; the second is the strictest economy and borrowing only for reproductive works; and the third is radical reform in all branches of the administration. The first she must accomplish for herself, the second and third can be made, and should be made, a condition by the lending groups. If all three are carried out we may soon expect to see a rapidly expanding trade and a healthy growth of the normal revenue. But it is the height of folly to lend money without conditions, and will only hasten the day when China must take her place among the defaulting nations. (Applause.)

Mr. BYRON BRENNAN seconded, and the report and balance sheet were adopted. On the proposition of the CHAIRMAN, seconded by Sir CHARLES DUDGON, Mr. A. M. Townsend, late manager of the Hongkong and Shanghai Bank, was elected as President for the ensuing year.

On the motion of Mr. HENRY KESWICK, seconded by Mr. H. H. JOSEPH, Mr. George Jamieson was elected Chairman, while on the proposition of Mr. F. SALINGER, seconded by the CHAIRMAN, Mr. D. C. Rutherford was elected vice-chairman and Mr. R. Chatterton Wilcox honorary treasurer.

The following General Committee were elected, on the proposition of the CHAIRMAN, seconded by Mr. THOMAS BROWN: Sir Cecil Smith, Sir E. A. Sassoon, Sir Thomas Jackson, Sir T. Sutherland, Sir Walter Hillier, Sir Alfred Dent, Sir Charles Dudgeon, Messrs. F. Anderson, John C. Bois, Byron Brennan, A. R. Burkill, F. Cornes, George B. Dodwell, William Harwood, B. H. Hill, George Jamieson, H. H. Joseph, Henry Keswick, M. P., W. D. Little, E. A. Probst, D. C. Rutherford, Charles V. Sale, F. Salinger, J. H. Scott, Garthom Stewart, M. P., H. D. Stewart, W. A. Street, A. M. Townsend, T. H. Whithead, R. Chatterton Wilcox, and A. G. Wood.

## THE HANDCUFF CASE.

## "THE GREAT RAYMOND" SUEDE.

A case which has aroused considerable local interest was heard before the Paines Judge in the Summary Jurisdiction of the Supreme Court yesterday, when H. A. Law, second lieutenant in the 1st Batt. K.O.Y.L.I., sued M. F. Raymond for £1,000, which the plaintiff claimed under conditions contained in an offer made by the defendant during the course of his performance in the Theatre Royal. The court was crowded by military people and civilians, a considerable number of ladies also being present.

Mr. Reader Harris, from the office of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Mr. P. W. Goldring appeared for the defendant.

Mr. Goldring—Before my friend opens I would like to state that I have advised my client that he has a defence in law, but he has instructed me not to take any points of law at all.

His Lordship—Are you fighting the case or are you not?

Mr. Goldring—I am fighting it on fact. His Lordship—That is a curious way of putting it.

Mr. Goldring—My client says he will rely on the facts. He does not wish to rely on the law.

Mr. Harris—The plaintiff is a second lieutenant in the 1st Battalion of the K.O.Y.L.I. and the defendant is the gentleman who has recently been appearing in Hongkong under the style of the "Great Raymond." The claim in the case is for £1,000, or the equivalent of £100. The facts relating to the case are as follows:—On Saturday week, 4th May, the defendant was performing at the Theatre Royal. After the second interval he invited a committee of gentlemen to go up on the stage and at the same time he issued a challenge to bring up any handkerchiefs, leg irons, straight jackets, etc.

Nine people went up on the stage, among whom was the plaintiff. When they got on the stage the first thing the defendant did was to choose a pair of handcuffs from an American sailor. He looked at them, and then stated that he would give £100 to any gentleman who would liberate himself from the handcuffs. At first it was suggested that Captain Warden should put them on, but he refused. Then the plaintiff was asked to put them on, but he was diffident about it, and he required a good deal of pressure before he agreed to have them put on. Defendant again made an offer of £200 to this gentleman and at the same time said that he would give him the key of the handcuffs. The handcuffs were placed on the plaintiff's wrists and he was given the key. Apparently the plaintiff succeeded in working the key down between his fingers and got it into the lock. He turned the key and the left cuff flew open. A further turn in the same direction would have freed the right, but defendant rushed at my client, seized his wrist, and a struggle ensued between them, during which people from the audience were calling out for fairplay. The defendant then said, "He is not free yet; let me see him free his right hand." My client said to Raymond, "You have broken the key in the lock. How can I?" My client went behind the stage with Captain Warden and others, and eventually after some difficulty Captain Warden, with a pair of pliers, caught hold of the key and turned it, opening the other cuff.

His Lordship—It might be taken the plaintiff did not free himself. He did not perform the conditions. Is that going to be taken?

Mr. Goldring—We say he never was free.

His Lordship—On the facts I think if I were asked that I should leave plaintiff to amend his claim. He can claim for an abatement of damages.

Mr. Harris—I don't think it is necessary to amend. Where the promise makes the performance of a contract impossible he is liable as if the contract had been performed.

His Lordship—On the facts I say nothing. I think there should be an alternative claim for damages.

Mr. Harris—I will amend and claim for damages to the same amount.

Henry Astor Law, the plaintiff, then went in to the witness-box, and stated that he formed one of the committee which went up on the stage at the invitation of Mr. Raymond. The others were Captain Warden, Lieut. Stopford, the remainder being American sailors. Defendant chose a pair of handcuffs held by an American sailor, and asked Captain Warden to put them on, but he declined. Then he asked him. Previous to that he had said that he would be willing to pay £100 to any one who freed himself from those manacles. Witness was persuaded to allow the handcuffs to be put on his wrists. Mr. Raymond put them on the plaintiff himself, putting them on as tightly as they could go.

Did he click both handcuffs?—Yes, I am positive both clicked. He then renewed his offer of £100.

To you?—Yes. He said that he would allow me to have the key.

Were you then handed the key?—The key was then given to me.

Now explain what you did with the key.

His Lordship—If they are put on can they be unlocked?

Mr. Harris—Yes, but I don't know if Mr. Law can do what he did in the theatre. The new key is much stiffer, and if your Lordship will look at this piece of the old key, you will see that the new key is somewhat stiffer.

His Lordship—I think perhaps Mr. Law had better not put the handcuffs on unless the other side wish it.

Mr. Harris—You reached down to the key-hole; were you able to put the key into the lock?—I was able to drop the key into the lock and when it was in the lock I was just able to reach it with the tips of my fingers. I gave the key a turn and immediately the left handcuff flew open. Raymond, seeing that something was up, rushed at me like a tiger. He seized my right hand and we struggled together for a few seconds. Eventually he calmed down and then I noticed that

he was pressing these two knobs (showing the two knobs on the handcuffs).

His Lordship—What was the effect of that?—It would secure them again.

Mr. Goldring—My client will explain the mechanism.

Witness—At the same time I noticed that Raymond had broken the key.

Mr. Harris—Can you say positively that Raymond broke the key?—I am positive that I did not.

Did anybody but the defendant come near you?—No, nobody. Raymond then said, "You are not free yet; let me see you get your other hand free." I answered, "How can I? You have broken the key." (Then threw the half key down to Capt. Agg; the other half was still in the lock.)

When that happened, did an uproar occur in the audience?—Yes.

He asked for fairplay and that kind of thing?—Yes. He said that anybody who was not satisfied with the performance could go out at once and they could have their money back.

Did anybody go out?—I saw a few people at the back go out. He also said, "You are the sort of people who try to create ill-feeling between Great Britain and America." I then went behind the scenes in order to get free. A pair of pliers was produced by one of Raymond's Company, and it was found very hard to open the right handcuff, because one could not get a proper hold of the small stump of the key that remained.

Eventually the key was cut and a proper grip obtained. Captain Warden then took hold of the pliers, gave the key one turn, and the handcuff was opened.

You then returned to your seat on the stage?—Yes.

You have not been paid the £100?—No. Cross-examined by Mr. Goldring: Do you know anything about handcuffs?—No.

You have never seen that kind of handcuff before?—No.

Do you mind putting them on?—No. His Lordship—Will he guarantee to get Mr. Law out of them?

Mr. Goldring—Yes, I want to make it clear that these handcuffs should be unlocked with a half turn if they are in working order. Part of my case is that they were defective, and that the left cuff was not properly locked.

Witness put the manacles on and gave a demonstration, during which Mr. Harris observed that the key was shorter than the previous one.

Mr. Goldring—Just now a half turn of the key would free both hands? Witness—No.

Mr. Harris—They came off separately. I heard both clicks from here.

Mr. Goldring—When the offer was made by Mr. Raymond were there not some conditions attached?—No, no conditions.

Do you seriously mean to say there were no conditions attached? Did he not say, "In full view of the audience, without any assistance, and if the same are properly locked"?—He said "without assistance" after the handcuffs had been locked.

Did you not hear that before?—No. When the handcuffs were put on you didn't you turn your back to the audience?—No. I turned towards the audience.

You had your face to the audience the whole time?—I was half left.

How far were you from where the others were seated?—About a yard.

You say that Raymond rushed towards you like a tiger. I put it to you that he was smiling and reasonable, and that when you lost your temper he lost his? You were perfectly friendly at the beginning?—I was perfectly friendly all the time.

I am very glad to hear it. When you say he rushed at you like a tiger and you comparing him to a tiger for swiftness or ferocity?—For both. (Laughter.)

Did Raymond say anything?—He said, "Wait a minute." The cuff is not properly locked?—He might have done. I did not hear him.

He endeavoured to lock the left cuff on your wrist again?—No.

Do you suggest that he deliberately broke the key in the lock?—I imagine he did.

He never touched your left hand at all?—No.

What were you doing with your left hand?—I was warding him off.

Did you consider he was making a personal attack on you?—Yes.

Did you think he was going to hit you?—No.

I don't want to ask any unfair questions. Had you a very good dinner that night?—The usual mess dinner.

A few drinks?—Yes.

How many do you think that you had after dinner?—Two at the most.

Can you tell me why you did not make any application to Raymond for the hundred pounds?—Instead of issuing a writ at once?—I did not wish to make a scene on the stage.

Why did you issue the writ straight off? His Lordship—Has there not been any demand made for payment?

Mr. Harris—That was on my advice. On the Monday afternoon a gentleman came to Captain Day and inquired the name of the gentleman. When asked why he wanted to know, he replied that Mr. Raymond might send him a cheque for £100.

Mr. Goldring—My client does not know who the emissary was. We received no demand. We have had no notice except the writ.

Re-examined: Are you positive that previous to putting the key in the lock your left hand was not free?—Yes.

Did your solicitor on the Monday morning write a letter to defendant offering terms of settlement, one of which was a similar payment to charity?—Yes.

Lieut. Stopford, of H.M.S. *Rosario*, gave corroborative evidence. He said that he saw the plaintiff reach down with his fingers towards the lock of the handcuffs, with the key between his fingers, and the next thing he saw was the left handcuff fly open. That was done in full view of the audience.

Captain Warden, K.O.Y.L.I., spoke to forming one of the committee which went

(Continued on page 6.)

## INTIMATIONS

## RED RASH ALL OVER BODY AND LIMBS

Irritation Almost Unbearable. Could Tear Her Legs to Pieces. Had Suffered from This Itching for Years. Used Cuticura Soap and Ointment and is Completely Cured.

"I came out in a red rash all over the body and legs. Every winter as soon as frost began to come, the itching commenced. I used to tear and rub my legs until I made them bleed. I could almost tear my legs to pieces, and the irritation used to be almost unbearable. I had a fearful time and I had suffered from this itching of the skin for years. I tried different remedies and to no avail. I used to go to the chemist and he told me he could not give anything to cure it. He said it was in the blood and as soon as frost came the rash would come. He used to give me a white ointment. It eased the itching but did not send the spots away. Then I got some Cuticura Soap and Cuticura Ointment and began to use them. I used one box of Cuticura Ointment, then I saw I was going to get rid of the awful complaint. Now I am completely cured through the use of Cuticura Soap and Ointment, and have not had the slightest return of the trouble during the severe frosts. I can recommend it to anyone to give great relief and pleasant to use. I recommended the Cuticura Soap and Ointment for a little boy's bad eczema. He was cured in a few weeks, and now has a beautiful skin." (Signed) Mrs. J. H. Wells, Haverhill, Illinois, Cumberland, England, July 12, 1911.

For more than a generation Cuticura Soap and Ointment have afforded the most economical treatment for affections of the skin and scalp of infants, children and adults. Single cake of Cuticura Soap and box of Cuticura Ointment are sufficient. A sample of each with 22-yr. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; E. Towns & Co., Sydney, N. S. W.; Lemon Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Foster Drug & Chem. Corp., sole props., Boston, U. S. A.

87-22

## Chs. J. Gaupp &amp; Co.

ALEXANDRIA BUILDINGS,

CHAPTER ROAD.

## WATCHMAKERS, AND JEWELLERS, OPTICIANS,

## FINEST QUALITY DIAMOND JEWELLERY A SPECIALITY.

## ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

## CLOCKS of all descriptions.

## If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to persons of strain, gold, cataract, and bilious. Made in clear glass and tinted shades.

LARK & CO. SCIENTIFIC OPTICIANS WORK BLDGS. CHAPTER RD. HONGKONG



FOR  
**(NERVOUS EXHAUSTION)**

LOSS  
of  
**MEMORY**  
and  
**DEBILITY**  
and

to  
feed the  
**NERVES**

**CHAPOTEAUT'S**  
**PHOSPHO-GLYCERATE OF LIME**  
It increases vital energy and nerve  
force, cures *Neurasthenia, Dyspepsia,*  
*Insomnia, and nervous diseases in adults*  
and children.

IN CAPSULES, IN WINE, AND IN SYRUP

## THE SETTLEMENT OF CLAIMS

A different point of view is represented by certain other companies. Thus, the London and Lancashire Fire Insurance Company states that the losses of itself and the Standard Marine Insurance Company, which it has acquired, are quite nominal, neither company having accepted insurances on the hull of the *Titanic*.

The Liverpool and London and Globe Insurance Company points out that it has no marine interest by the *Titanic*, and that the liability from all sources of its associated company, the Thames and Mersey Marine Insurance Company, will not exceed £4,000.

It also says that, so far as can be at present ascertained, neither the office nor its associated company, the Central, have any interest in the *Titanic* disaster, either by personal accident policies or life assurance other than a policy in the Liverpool and London and Globe for £100,000 on the life of Mr. W. T. Stead.

**TELEPHONE 346.**

**NEW ADDRESS,**

**TELEPHONE 636.**

Then came the votes for the Consuls, as follows:—Amoy, \$800; Canton (Consul-General), \$1,000 and \$200 allowance; ditto (Vice-Consul), \$600 (with a local allowance of \$100); Changsha, \$800; Chefoo, \$800; Chongtu (Consul-General), \$800 and \$100 local allowance; Chungking, \$800; Chungking (Vice-Consul), \$900 and \$100 local allowance; Hankow (Consul-General), \$1,000, with \$200 local allowance; ditto (Vice-Consul), \$800, with a local allowance of \$100; Harbin, \$800, with a local allowance of \$300 (Vice-Consul); Ichang, \$800; Kiukiang, \$800; Kiungchow and Pakhoi, \$800; Mukden (Consul-General), \$900, with a local allowance of \$100; Nanking \$800; Newchwang, \$800; Ningpo (Vice-Consul), \$800; Swatow, \$800; Tientsin, \$800; Tientsin (Consul-General), \$1,000, with a local allowance (not pensionable) of \$200; ditto (Vice-Consul), \$600, with a local allowance of \$100 (not pensionable); Tsinan (Chinanfu), \$600; Tsingtau, \$800; (Consular Agent); fee allowance of £18; Wuchow, \$800; Wuhu, \$800; Yunnanfu, \$800, with local allowance of £100 (not pensionable). Total, \$24,018 (\$23,818).

There are also votes for Assistants and Students as follows:—Twelve first-class

[illegible]

94.2

**HENK**  
**Alex**

1000 3/4 1/2 1/4 1/8 1/16 1/32 1/64 1/128 1/256 1/512 1/1024 1/2048 1/4096 1/8192 1/16384 1/32768 1/65536 1/131072 1/262144 1/524288 1/1048576 1/2097152 1/4194304 1/8388608 1/16777216 1/33554432 1/67108864 1/134217728 1/268435456 1/536870912 1/1073741824 1/2147483648 1/4294967296 1/8589934592 1/17179869184 1/34359738368 1/68719476736 1/137438953472 1/274877906944 1/549755813888 1/1099511627776 1/2199023255552 1/4398046511104 1/8796093022208 1/17592186044416 1/35184372088832 1/70368744177664 1/140737488355328 1/281474976710656 1/562949953421312 1/1125899906842624 1/2251799813685248 1/4503599627370496 1/9007199254740992 1/18014398509481984 1/36028797018963968 1/72057594037927936 1/144115188075855872 1/288230376151711744 1/576460752303423488 1/1152921504606846976 1/2305843009213693952 1/4611686018427387904 1/9223372036854775808 1/18446744073709551616 1/36893488147419103232 1/73786976294838206464 1/147573952589676412928 1/295147905179352825856 1/590295810358705651712 1/1180591620717411303424 1/2361183241434822606848 1/4722366482869645213696 1/9444732965739290427392 1/18889465931478580854784 1/37778931862957161709568 1/75557863725914323419136 1/151115727451828646838272 1/302231454903657293676544 1/604462909807314587353088 1/1208925819614629174706176 1/2417851639229258349412352 1/4835703278458516698824704 1/9671406556917033397649408 1/19342813113834066795298816 1/38685626227668133590597632 1/77371252455336267181195264 1/154742504910672534362390528 1/309485009821345068724781056 1/618970019642690137449562112 1/1237940039285380274899124224 1/2475880078570760549798248448 1/4951760157141521099596496896 1/9903520314283042199192993792 1/19807040628566084398385987584 1/39614081257132168796771975168 1/79228162514264337593543950336 1/158456325028528675187087900672 1/316912650057057350374175801344 1/633825300114114700748351602688 1/1267650600228229401496703205376 1/2535301200456458802993406410752 1/5070602400912917605986812821504 1/10141204801825835211973625643008 1/20282409603651670423947251286016 1/40564819207303340847894502572032 1/81129638414606681695789005144064 1/162259276829213363391578010288128 1/324518553658426726783156020576256 1/649037107316853453566312041152512 1/1298074214633706907132624082305024 1/2596148429267413814265248164610048 1/5192296858534827628530496329220096 1/10384593717069655257060992658440192 1/20769187434139310514121985316880384 1/41538374868278621028243970633760768 1/83076749736557242056487941267521536 1/166153499473114484112975882535043072 1/332306998946228968225951765070086144 1/664613997892457936451903530140172288 1/1329227995784915872903807060280344576 1/2658455991569831745807614120560689152 1/5316911983139663491615228241121378304 1/10633823966279326983230456482242756608 1/21267647932558653966460912964485513216 1/42535295865117307932921825928971026432 1/85070591730234615865843651857942052864 1/170141183460469231731687303715884105728 1/340282366920938463463374607431768211456 1/680564733841876926926749214863536422912 1/1361129467683753853853498429727072845824 1/2722258935367507707706996859454145691648 1/5444517870735015415413993718908291383296 1/10889035741470030830827987437816582766592 1/21778071482940061661655974875633165533184 1/43556142965880123323311949751266331066368 1/87112285931760246646623899502532662132736 1/174224571863520493293247799005065324265472 1/348449143727040986586495598010130648530944 1/696898287454081973172991196020261297061888 1/1393796574908163946345982392040522594123776 1/2787593149816327892691964784081045188247552 1/5575186299632655785383929568162090376495104 1/11150372599265311570767859136324180752990208 1/22300745198530623141535718272648361505980416 1/44601490397061246283071436545296723011960832 1/89202980794122492566142873090593446023921664 1/178405961588244985132285746181186892047843328 1/356811923176489970264571492362373784095686656 1/713623846352979940529142984724747568191373312 1/1427247692705959881058285969449495136382746624 1/2854495385411919762116571938898990272765493248 1/5708990770823839524233143877797980545530986496 1/11417981541647679048466287755595961091061972992 1/

or colloquial business.







**THE BANK LINE**

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C.  
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PORTLAND (Or.)  
VIA  
SHANGHAI AND JAPANESE PORTS.  
CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
OCEANO ..... 15th June	OCEANO ..... 27th June

To be followed by other Steamers of the Company at  
regular intervals.  
Call at AMOY and KEELUNG if sufficient  
inducement offers.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL.

### ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIO	... 3,000 tons	... End of May, 1912.
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And regularly thereafter.  
For Rates of Freight or Passage, apply to—

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MANAGING AGENTS.

### INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG:	From COLOMBO:
25th May.	10th June.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
to CALCUTTA.

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## GOING HOME.

A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PERSIA	9,000	TUESDAY,	11th June, at 1 P.M.
KOREA	18,000	TUESDAY,	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY,	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY,	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	16th July, at 1 P.M.
NILE	11,000	TUESDAY,	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Dike Pier).

**FRED J. HALTON, AGENT.**

TELEPHONE No. 141.

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 21st May, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th May, 4 P.M.

For Freight or Passage, apply to  
HONGKONG, 16th May, 1912.



## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.  
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.  
TO SHANGHAI.  
S.S. "AFRICA," 8,840 tons, will leave as above on 4th June, 1912, Daylight.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap  
rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside  
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE.  
S.S. "PERIA," 12,300 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about  
30th May.  
S.S. "E. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, FIUME and  
VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ,  
PORT SAID, on 1st June.  
These steamers are fitted with comfortable one class accommodation for saloon  
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,  
Wireless Telegraphy.  
ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to  
**SANDER, WIELER & Co., Agents,**  
Hongkong, 8th May, 1912. Prince's Building.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SUZ and PORT SAID	MIYASAKI MARU Capt. T. Murai	9,000	WED'DAY, 22nd May, at Daylight.
	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 5th June, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHINJIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 21st May, at 4 P.M.
	KAMAKURA MARU Capt. K. Asakawa	7,000	TUESDAY, 4th June, at 4 P.M.
	YOKOHAMA MARU Capt. N. Noda	7,000	About 1st June, from Kobe.
SEATTLE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE			
BOMBAY via SINGAPORE, and COLOMBO			
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 23rd May.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WED'DAY, 5th June, at Noon.
SHANGHAI, MOJI and KOBE	MIKE MARU Capt. —	4,000	MONDAY, 20th May.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. —	5,000	WED'DAY, 22nd May.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only  
† Calling at Keelung.

## NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE  
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,  
PENANG AND RANGOON.

The next steamer from Hongkong—

"CEYLON MARU," 6,000 tons, Capt. Y. Tenzawa, Saturday, 18th May.

## 1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
MIYASAKI MARU	9,000	T. Murai	May 22nd
KITANO	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th
INABA MARU	7,000	S. Tomimaga	May 21st
KAMAKURA	7,000	K. Soeda	June 4th
TAMBA	7,000	S. Wada	June 18th

For further information, apply to—

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.  
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

**T. KUSUMOTO, MANAGER.**

[12-14-4]-656

## RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at  
Hongkong according to the dates of sailing printed below.

First-class steamers manned by European crews only.  
Low passage rates.  
Light and airy cabins. Electric lights and fans throughout. Cold and warm sea and  
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and  
medicaments free.

PROJECTED SAILINGS FROM HONGKONG:

HOMeward.	OUTWARD.
VIA SINGAPORE, PENANG, COLOMBO, JIBUTI, MOBIDA, JEN, PORT SAID, BAYROUT, CONSTANTINOPLE, THESONIA, BATUM, ODessa.	VIA NAGASAKI, VLADIVOSTOK.
S. S. "EKATERINOSLAV," 6,581 R.T., Commander O. Thedeman, 24-25 May.	S. S. "PERM," 4,149 R.T., Commander J. Kaban, 13-14 June.
"KOURSK," 6,401 R.T., Commander G. Padalka, 16-17 June.	"MOHILEV," 6,200 R.T., Commander J. Skelsky, 14-15 July.
"PERM," 4,149 R.T., Commander J. Kaban, 27-28 July.	"NIJINI-NOVGOROD," 3,367 R.T., Com- mander S. Kestromitoff, 8-9 Aug.
"NIJINI-NOVGOROD," 3,367 R.T., Com- mander S. Kestromitoff, 10-11 Sept.	"VORONEJ," 5,616 R.T., Commander Rst. Rear Admiral P. Oranovsky, 3-4 Sept.
"VORONEJ," 5,616 R.T., Commander Rst. Rear Admiral P. Oranovsky, 5-6 Oct.	"KOSTROMA," 3,536 R.T., Commander V. Petroff-Tokareff, 29-30 Sept.
"KOSTROMA," 3,536 R.T., Commander V. Petroff-Tokareff, 31 Oct.-1 Nov.	"YAROSLAVL," 4,494 R.T., Commander L. Alexeeff, 2-3 Oct.
"YAROSLAVL," 4,494 R.T., Commander L. Alexeeff, 23-24 Nov.	"KOURSK," 6,401 R.T., Commander G. Padalka, 22-23 Nov.
"KOURSK," 6,401 R.T., Commander G. Padalka, 21-22 Dec.	"PERM," 4,149 R.T., Commander J. Kaban, 12-13 Dec.
	"VLADIMIR," 2,620 R.T., Commander Rst. Rear Admiral J. Skelsky, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-  
Tientsin and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express  
Trains. Also a line between Vladivostok and Kamohakha and Sigulha ports.

For Freight, passages and further particulars, apply to  
CAPTAIN D. A. LUKHMANOFF, AGENT.

717] TELEPHONE No. 1224.

HOTEL MANSIONS, Nos. 12/A and 14, Third Floor.

## TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL.

TOYO KISEN KAISHA.

\* Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHIYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).  
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, darts and  
free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.E.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourists' Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York (Transatlantic Steamers)  
and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH  
Activity, despatch-boat, 1,700 tons, 4 guns, 2,000  
h.p., Comdr. Lamb, C.L. Shanghai.  
Aetna, 2nd class cruiser, 4,350 tons, 10 guns  
7,000 h.p., Captain E. La T. Leatham,  
Shanghai.  
Atlas, admiralty tug, 615 tons, 1,400 h.p.,  
Hongkong.  
Bramble, gunboat, 710 tons, 900 h.p., Lieut.  
Comdr. B. E. Pritchard, Hongkong.  
Britomart, gunboat, 710 tons, 900 h.p., Lieut.  
Comdr. W. H. Darvall, Hongkong.  
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400  
i.h.p., Comdr. Hugh P. F. Williams,  
Hongkong.  
Cambrian, 2nd class cruiser, 4,350 tons, 10 guns  
h.p., Capt. J. E. Drummond, Shang-  
hai.  
Chern, water tank and tug, 390 tons, i.h.p. 340  
h.p., Master W. Smith, Hongkong.  
Chio, British sloop, 1,070 tons, i.h.p. 1,400.  
Comdr. H. B. Veale, Canton.  
Fame, torpedo-boat destroyer, 340 tons,  
guns, 5,700 h.p., Lieut. Comdr. H. S. Monroe,  
Hongkong.  
Flora, 2nd class cruiser, 4,350 tons, 10 guns  
7,000 h.p., Captain C. F. Corbett, M.V.O.,  
Hongkong.  
Hardy, torpedo-boat destroyer, 295 tons, 6 guns,  
4,000 h.p., Lieut. Comdr. E. Bodham  
Whelham, West River.  
Jenna, torpedo-boat destroyer, 320 tons, 6 guns,  
3,900 h.p., Lieut. Comdr. Maxwell, Swatow.  
Kent, armoured cruiser, 9,500 tons, 14 guns  
i.h.p. 22,000, Capt. Allen T. Hunt, Hong-  
kong.  
Kirish, river gunboat, 615 tons, i.h.p. 1,200  
i.h.p., Comdr. H. Marryat, Hankow.  
Melin, surveying ship, 1,070 tons, 6 guns, 1,400  
i.h.p., Capt. F. C. C. Passo, Surveying Duties.  
Minotaur, armoured cruiser (flagship) Vice  
Admiral Sir A. L. Wintles, K.C.B.  
C.V.O. C.M.G., 14,600 tons, i.h.p. 27,000  
Capt. G. C. Cayley, Hongkong.  
Monmouth, armoured cruiser, 9,500 tons, i.h.p.  
22,000, Capt. B. H. F. Bartlett, M.V.O.,  
Colombo.  
Moorhen, river gunboat, 130 tons, 2 guns  
i.h.p. 800, Lieut. Comdr. G. P. Leith,  
West River.  
Newcastle, 2nd class cruiser, 4,800 tons, turbine  
22,000 F.D., Captain George P. E. Hunt,  
D.S.O., Shanghai.  
Nightingale, river gunboat, 85 tons, 240 h.p.,  
Lieut. Comdr. Malcolm Murray R.N., Yang-  
tze.  
Otter, torpedo-boat destroyer, 365 tons, 6 guns,  
6,500 h.p., Comdr. Seymour, Hongkong.  
Pegasus, protected cruiser, 2,135 tons, i.h.p.  
5,000, (7,000 F.D.), Comdr. F. H. Mitchell,  
Welshpool.  
Prometheus, 3rd class cruiser, 2,135 tons, i.h.p.  
5,000, Comdr. F. H. Walsleigh, Hongkong.  
Ribble, T.B.D., 590 tons, 750 F.D., 6 guns,  
Lieut. Comdr. E. J. G. Mackinnon, Shang-  
hai.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Allan Dixon, West River.

Rosario, depot ship for Submarines, 960 tons,  
i.h.p. 1,400, Lt.-Comdr. N. E. Archdale,  
Hongkong.

Sardaper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. I. A. S. H. Hutton,  
Hongkong.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,  
Lieut. Comdr. Maurice B. Leslie, Yangtze.

Taka, torpedo boat destroyer, 305 tons, i.h.p.  
6,000, Lt.-Comdr. Brickenden, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns  
Commodore Eyles, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 h.p.,  
Lieut. Comdr. Hon. Guy Stopford, Chung-  
king.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.  
Com. H. R. N. Cottrell-Dormer, Hankow.

Usk, T.B.D., 590 tons, 750 F.D., 6 guns, Lt.-  
Comdr. E. V. Blunt, Hongkong.

Vindex, torpedo-boat destroyer, 39 tons, 6 guns  
6,500 h.p., Lieut. Comdr. Harold D. Adair-  
Hall, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p.,  
Lieut. Comdr. F. A. Royle, Hongkong.

Weland, T.B.D., 590 tons, 750 F.D., 6 guns,  
Lieut. Comdr. E. T. E. Chambers, Hongkong.

Whiting, torpedo-boat destroyer, 350 tons, 5  
guns, 5,900 h.p., Lieut. Comdr. G. B.  
Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,  
Comdr. M. H. Wilding, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. M. B. K. Blackwood, Yang-  
tze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. G. F. A. Mulock, Hankow.

Submarines:—  
No. 35, Godfrey Herbert, Lieut. Comdr.  
No. 37, A. A. L. Fennar, Lieut. Comdr.  
No. 38, J. B. A. Corrie, Lieut. Comdr.  
T.B. 031, Lt.-Com. Woodward, West River.  
T.B. 036, Lt.-Com. Murphy, West River.  
T.B. 037, Lt.-Com. Nicol, West River.  
T.B. 038, Lt.-Com. Seymour, West River.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (1900),

and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or

Local Booksellers



## SHIPPING

## ARRIVALS.

ORILLAR, Norwegian str., 1,102, H. Nielson, 14th May—Manila 11th May, General—Angara, Thorsen & Co.  
DAIGI MARU, Japanese str., 846, Y. Somakawa, 15th May—Swatow 14th May, General—Ozaka Shosen Kaisha.  
GOMBER, German str., 5,108, A. Ahlborn, 15th May—Hamburg 14th April, General—Molchers & Co.  
HAIYANG, British str., 1,363, J. W. Evans, 15th May—Kochow 12th May, General—Douglas, Lapraik & Co.  
HONG BEI, British str., 2,056, G. Kinghorn, 15th May—Singapore 10th May, General—Chinese.  
LANDRAH SCHIFF, German str., 1,010, O. Brumet, 15th May—Bangkok 8th May, Rice and Teakwood—Chinese.  
PRINZ SIGISMUND, German str., 1,267, D. Robinson, 15th May—Bangkok 8th May, Rice—Batterfield & Swire.  
SIGNAL, German str., 907, P. Christianson, 15th May—Hohow 14th May, Rice and Pigs—Jensen & Co.

## DEPARTURES.

May 15th.  
PALAWAN, British str., for Straits.  
HONGKONG, French str., for Haiphong.  
TAIYUAN, British str., for Australia.  
HAIYUN, British str., for Swatow.  
SEXTA, German str., for Swatow.  
PRINZ SIGISMUND, German str., for Europe.

## SHIPPING REPORTS.

The German str. *Bismarck* reports: During voyage fine weather, moderate southerly winds.  
The British str. *Haiyang* reports: Fochow to Amoy and Swatow moderate easterly wind and fine weather; thence to Hongkong moderate to strong south-westerly wind, dull overcast weather.

## PASSENGERS.

## ARRIVED.

Per *Landra Schiffe*, from Hongkong, Mr. Buxton.  
Per *Pisanulok*, from Bangkok, Mr. Kuntze and Misses Tassin (2).  
Per *Haiyang*, from Swatow, Mr. F. W. White, Mr. H. G. Curran and Mr. L. J. Thomas.  
Per *Gomber*, for Hongkong, from Genoa, Mr. Haus Wuchert, Miss Margaret Vetter, Mr. M. Klein, Mr. P. Heymann, Mr. Joh. Tringo, Mr. Oscar Leinewer, Mrs. V. Grunenberg, from Hamburg, Mr. Mao Hensel, from Port Said, Mr. Leon Dair, from Singapore, Mr. J. J. McNamara, Mr. Edgar K. Frank, Miss Florence Frank, Miss Anna E. Frank, Mr. and Mrs. J. W. Maniche, Mr. Wm. J. Guan, Mr. Hans Schwartung, Mr. S. F. Ismail, Mr. S. Michael, Dr. Klose, Dr. Mueller, Dr. Brill and Mr. Chr. Mutlich.  
DEPARTED:  
Per *Palawan*, for London, Mr. and Mrs. Nicholson, Sergeant and Mrs. H. J. Powell, Mrs. McEwen and 4 children, Eng. Lieut. E. H. Young, for Marseilles, Mr. M. Picknell.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The T. K. K. str. *Tenyo Maru* sailed from Yokohama on the 12th inst. for Hongkong and is expected to arrive at this port on the 29th inst.

The P. M. str. *Persia* left San Francisco on the 4th May, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Nagsaki and Shanghai, and is due to arrive at this port on the 1st June.

## THE AUSTRALIAN MAIL.

The I. G. M. str. *Prinz Sigismund* left Sydney on the 4th May, at 11 a.m., and may be expected here on or about the 27th May.

The E. & A. str. *Empire* left Sydney on the 9th May, for this port (via Queensland Ports, Port Darwin and Manila).

The E. & A. str. *Aldemah* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

## THE CANADIAN MAIL.

The C. P. R. str. *Monteagle* left Vancouver, B.C. for Hongkong (via usual port of call) on the 2nd May, a.m.

## THE MERCHANTS STEAMERS.

The P. & O. str. *Nore* left Singapore for this port on the 11th May, at 1.30 p.m., and is due here on the 16th May, at about 5 p.m.

The G. M. str. *Coblenz* left Kuchino on the 19th May, at 5 p.m., and may be expected here on or about the 16th May, p.m.

The Swedish East Asiatic Co.'s str. *Oeylon* left Singapore on the 14th May, and is expected here on or about the 16th May.

The T. K. K. str. *Hongkong Maru* sailed from Yokohama on the 8th inst. for Hongkong and is expected to arrive at this port on the 21st May.

The "Ben" Line str. *Benarich*, from Leith and London, left Singapore on the 6th May, for this port.

The "Mogul" Line str. *Lotian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Ceylon* left Suez on the 22nd April, and is expected to arrive here on or about the 20th May.

## SHIRE LINE.

*Monmouthshire*, from London, is due in Hongkong 3rd June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.  
The str. *Muttra* is due here on the 28th from Japan, and leaves on the 29th for Rangoon via the Straits.

The str. *Indravelli* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The T. K. K. str. *Ryū Maru* sailed from Valparaiso, Chili, on the 8th inst. for Hongkong and is expected here on the 28th July.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "lw", together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Condy	JARDINE MATHESON & Co., Ltd.	On 20th inst.
LONDON & ANTWERP	DEVANHA	Brit. str.	—	W. H. Hokey	P. & O. S. N. Co.	On 25th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	BOONBO	Brit. str.	—	W. H. S. Hall	SEAWAN, TOMES & Co.	About 29th inst.
ROTTERDAM, HAMBURG & ANTWERP	GERNSTRAE	Brit. str.	—	Jas. McGillivray	HAMBURG-AMERICA LINE	About 31st inst.
ROTTERDAM, HAMBURG & ANTWERP	ACADIA	Ger. str.	k. w.	Leunig	HAMBURG-AMERICA LINE	On 28th inst.
ROTTERDAM, HAMBURG & ANTWERP	SCANDIA	Ger. str.	k. w.	Bremer	HAMBURG-AMERICA LINE	On 18th June.
ROTTERDAM, HAMBURG & ANTWERP	MYASAKI MARU	Jan. str.	—	Knaissel	HAMBURG-AMERICA LINE	On 5th June.
ROTTERDAM, HAMBURG & ANTWERP	SIRONIA	Ger. str.	—	T. Mural	HAMBURG-AMERICA LINE	On 1st June.
ROTTERDAM, HAMBURG & ANTWERP	ANDALUSIA	Ger. str.	—	Kotze	HAMBURG-AMERICA LINE	On 13th June.
ROTTERDAM, HAMBURG & ANTWERP	LIBERIA	Ger. str.	k. w.	Metzenthin	HAMBURG-AMERICA LINE	On 27th June.
ROTTERDAM, HAMBURG & ANTWERP	SEATTLE MARU	Jap. str.	—	S. Tomioka	OSAKA SHOSHUN KAISHA	To-day, at 1 p.m.
ROTTERDAM, HAMBURG & ANTWERP	INABA MARU	Jap. str.	—	S. Tomioka	OSAKA SHOSHUN KAISHA	On 21st inst., at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	MEXICO MARU	Jap. str.	—	S. Tomioka	OSAKA SHOSHUN KAISHA	On 23rd inst., at 1 p.m.
ROTTERDAM, HAMBURG & ANTWERP	BOHemia	Aus. str.	—	S. Tomioka	SANDER, WILKES & Co.	On 19th inst., at 6 p.m.
ROTTERDAM, HAMBURG & ANTWERP	E. F. FERDINAND	Am. str.	—	S. Tomioka	SANDER, WILKES & Co.	On 1st June.
ROTTERDAM, HAMBURG & ANTWERP	TRISTE, Fiume, Venice via Singapore, &c.	Am. str.	—	Dogusand	THE BANK LINE LTD.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP	MUNCASTER CASTLE	Brit. str.	—	Dogusand	DODWELL & Co., Ltd.	About 25th inst.
ROTTERDAM, HAMBURG & ANTWERP	WALTON HALL	Am. str.	—	Dogusand	SEAWAN, TOMES & Co.	About 6th June.
ROTTERDAM, HAMBURG & ANTWERP	EMPEROR OF INDIA	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 1st June, at 6 p.m.
ROTTERDAM, HAMBURG & ANTWERP	OCEANO	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 22nd June, at 6 p.m.
ROTTERDAM, HAMBURG & ANTWERP	MONGOLIA	Am. str.	—	W. Davison	THE BANK LINE LIMITED	On 27th June.
ROTTERDAM, HAMBURG & ANTWERP	NIPPON MARU	Jap. str.	—	W. E. Filmer	PACIFIC MAIL S.S. CO.	On 21st inst., at 1 p.m.
ROTTERDAM, HAMBURG & ANTWERP	PERBIA	Am. str.	—	W. E. Filmer	PACIFIC MAIL S.S. CO.	On 23rd inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	PACIFIC MAIL S.S. CO.	On 13th inst., at 1 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	About 25th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 18th inst., at 9 a.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 7th June, at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	About 30th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	About 25th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 7th June, at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	Quick despatch
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 23rd inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	To-morrow, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 27th inst., at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 20th inst., at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	To-day, at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	To-morrow, at 10 a.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 18th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 16th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 19th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 20th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	About 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 29th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	About 1st June.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 4th June, at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	Quick despatch
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 22nd inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 19th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	To-morrow, at 11 a.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 19th inst., at 10 a.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 21st inst., at 11 a.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 24th inst., at 11 a.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 18th inst., at 2 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 21st inst., at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 21st inst., at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 30th inst., at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 16th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	Quick despatch
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 18th inst.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 28th inst., at 5 p.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 18th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 22nd inst., at 9 a.m.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 21st inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP	EXETER	Ger. str.	—	W. E. Filmer	MELCHERS & Co.	On 22nd inst., at 9 a.m.

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "ITOLA" 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 20th May, at Noon, to be followed on 1st June, by S.S. "MUTTRA" 4,644 tons, Captain H. Carey, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "FAZILKA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 28th May, at 5 p.m., followed by the S.S. "ITOLA" on 10th June, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.,  
AGENTS  
Telephone No. 215.  
Hongkong, 15th May, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR  
LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" On 20th May.  
SHANGHAI, KOBE & YOKOHAMA "MONMOUTHSHIRE" About 1st June.  
LONDON, ROTTERDAM & ANTWERP "DENBIGHSHIRE" About 30th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.,  
AGENTS.  
Hongkong, 16th May, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR  
"MANILA" "YUENSIANG" Saturday, 18th May, 2 p.m.  
"SHANGHAI, KOBE & MOJI" "FOOKSANG" Saturday, 18th May, Noon.  
"SHANGHAI, KOBE & MOJI" "KWONGSANG" Sunday, 19th May, D'light.  
"SINGAPORE, PENANG & CALCUTTA" "KUTSANG" Monday, 20th May, Noon.  
"CHINWANTAO" "ONSANG" Tuesday, 21st May, Noon.  
"TIENSIN" "CHEONGSHING" Thursday, 23rd May, Noon.  
"MANILA" "LOONGSANG" Saturday, 25th May, 2 p.m.

RETURN TOURS TO JAPAN.  
(OCCUPYING 24 DAYS).  
The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on through Bills of Lading to Yantai, Tientsin, Weihaiwei, Chafu, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.  
Hongkong, 16th May, 1912.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC, SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"MONTEAGLE" Sat., 1st June.	"EMPEROR OF BRITAIN" Fri., 28th June.
"EMPEROR OF INDIA" Sat., 22nd June.	"ALLAN LINE" Fri., 19th July.
"EMPEROR OF JAPAN" Sat., 13th July.	"EMPEROR OF IRELAND" Fri., 9th Aug.
"MONTEAGLE" Sat., 3rd Aug.	"ALLAN LINE" Fri., 30th Aug.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10  
Intermediate Steamship " " £43 " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Peddie Street and Praya, opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR  
SHANGHAI, NAGASAKI, KOBE  
and YOKOHAMA

"GOEBEN" Capt. A. AHLBORN, 17,300 { Thursday, 16th May, at 10 a.m.

MANILA, YAP, MARON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

"COBLENZ" Capt. L. KLUGKIST, 6,750 { Saturday, 18th May, at 5 p.m.

KOBE and YOKOHAMA "PRINZ SIGISMUND", 6,000 { About Tuesday, 28th May.

KUDAT and SANDAKAN "BOERNEO" Capt. F. SEMBELL, 5,000 { Saturday, 18th May, at Noon.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 16th May, 1912.

## VESSELS ON THE BERTH

## THE AMERICAN AND MANCHURIAN LINE.

For NEW YORK  
(With liberty to call at the Malabar Coast, and to proceed via Cape of Good Hope.)

## THE Steamship

"MATOPPO"  
Captain Dormand, will be despatched for the above Port on or about WEDNESDAY, the 15th May.

For Freight and further information, apply to  
THE BANK LINE, LTD.,  
General Agents.  
Hongkong, 16th April, 1912. [572]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NORE Capt. G. Phillips	Noon, 17th May.	Freight and Passage.
SHANGHAI	DELTA Capt. E. P. Martin	About 23rd May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon, 25th May.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO Capt. W. H. S. Hall	About 29th May.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent

Hongkong, 16th May, 1912

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 16th May, 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 17th May, 4 P.M.
SHANGHAI	"YAN"	On 18th May, 4 P.M.
TSINGTAI & NEWCHANG	"KIUKIANG"	On 20th May, 4 P.M.
MANILA, CEBU and LOILO	"TAMING"	On 21st May, 4 P.M.
HAIPHONG	"SINGAN"	On 22nd May, 9 A.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 27th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINEHA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 31st May.	On 25th May.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOCHOW

## AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITANG"	Capt. J. W. Evans	FRIDAY, 17th May, at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 21st May, at 11 A.M.
"HAITAN"	Capt. J. S. Beach	FRIDAY, 24th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... (SUNDAY, 19th May, at 10 A.M. ... (WEDNESDAY, 22nd May, at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAIRA & Co.,  
GENERAL MANAGERS.

Hongkong, 16th May, 1912.

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# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH

## DEUTSCHE DANFSSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Seas and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. ALESIA	29th May.
S.S. SEGOVIA	6th June.
S.S. SILESIA	20th June.
S.S. FUERST BUELOW	27th June.

For Further Particulars, apply to—

## HOMeward.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	28th May.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SITHONIA	1st June.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	5th June.
For MARSEILLES, HAMBURG & ANTWERP:	S.S. ANDALUSIA	13th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAKERY	16th June.
For MARSEILLES, HAVRE & HAMBURG:	S.S. LIBERIA	27th June.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 16th May, 1912.

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# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE

## TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

## "NIPPON MARU."

Speed 18 KNOTS, Displacement 11,000 TONS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	W. E. Filmer	TUESDAY, 28th May, NOON.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 2nd July, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 28th May, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 16th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,173	TUESDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco:—

From Manila ... G. 113000  
From Hongkong, Shanghai and Keelung ... G. 110000  
From Nagasaki, Moji, Kobe and Yokohama ... G. 95000

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. 110000

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Passes and Parcels. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW, AMOY and TAKAO	"SOSHU MARU"	THURSDAY, 16th May, at 10 A.M.
TAMSUI VIA SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 19th May, at Noon.
FOCHOW VIA SWATOW and AMOY	"KAJO MARU"	WEDNESDAY, 22nd May, at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER.

772-7

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

## MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 22nd May, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

THURSDAY, 16th May, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 17th May, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 19th May.

The Company's Steamship "SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL". These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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# SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 20th May

For Freight and Further Particulars, apply to

ARTHUR NILSSON &amp; Co.,

YORK BUILDINGS, Top Floor.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON, 1912.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	NOON, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DEVANHA ...	8000	May 25	CHINA ....	8000	June 22	June 28
DELTA .....	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ..	7000	June 22	MOREA .....	11000	July 20	July 26
ASSAYE .....	7500	July 6	MARMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " 48.8 " 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
Tonnage	about	about
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26
SIMLA	6000	July 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £53.0 SINGLE £82.10 RETURN.

2nd " 33.10 " 57.4 " "

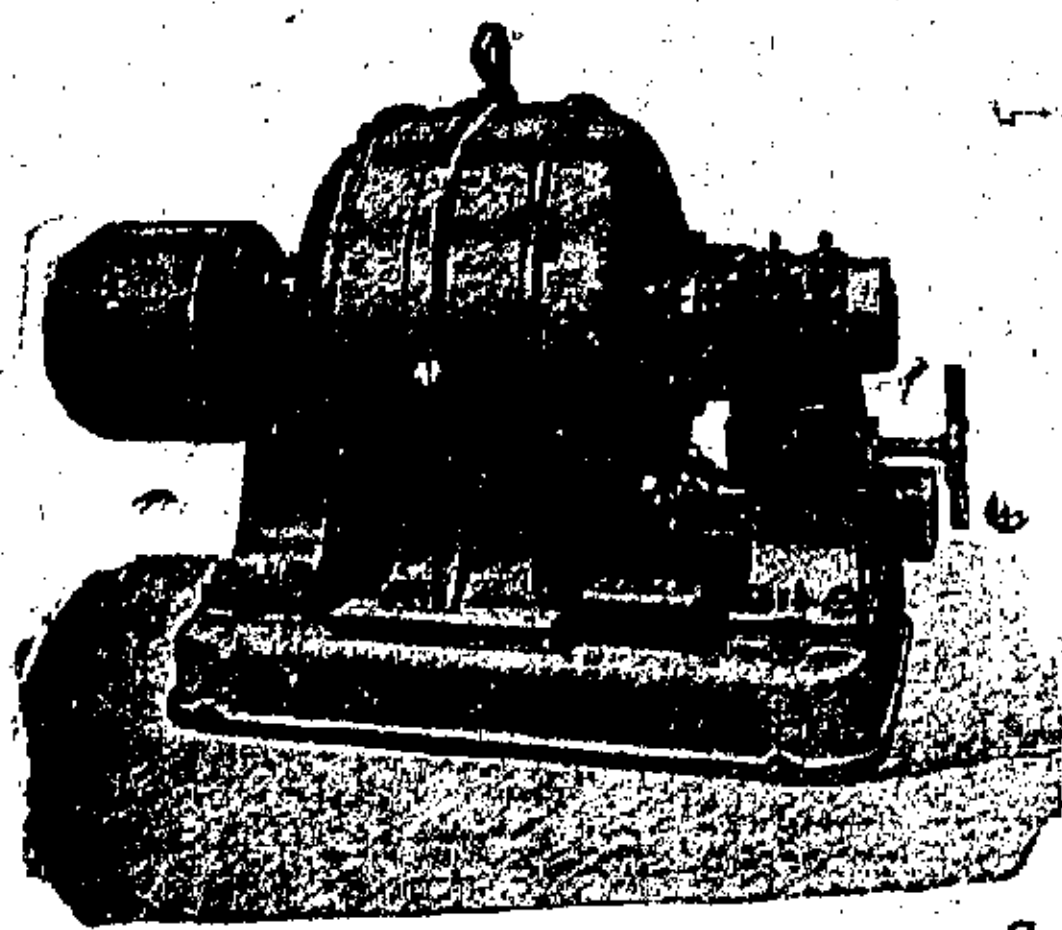
For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

1086.





ELEKTRIZITÄTS  
ACTIENGESellschaft  
**Titan**  
BERGERHOF  
RHL.  
ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

GENERAL AGENT FOR HONGKONG AND CHINA:

**HUGO C. A. FROMM,**HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 16th May, 1912.

Hongkong, 16th May, 1912.

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Hongkong, 16th May, 1912.

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## POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present  
suspended: Hupeh, Hunan and Tchengtse.

The Yangtze, with the Siberian Mail, is due to arrive here to-day.

FOR	DATE
Swatow	Thursday, 16th, 8.00 A.M.
Hohow and Pakhoi	Thursday, 16th, 8.00 A.M.
Hai Phong and Pakhoi	Thursday, 16th, 9.00 A.M.
Swatow	Thursday, 16th, 9.00 A.M.
SHANGHAI, NORTH CHINA AND JAPAN via NAGASAKI (EUROPE via SIBERIA)	Thursday, 16th, 9.00 A.M.
Swatow, Amoy and Formosa	Thursday, 16th, 9.00 A.M.
Batavia, Samarang and Sourabaya	Thursday, 16th, 11.00 A.M.
JAPAN via NAGASAKI, VICTORIA, B.C. and UNITED STATES via TACOMA	Thursday, 16th, Noon.
Macao	Thursday, 16th, 1.15 P.M.
Japan via Kobe, Canada, Tacoma and United States via Seattle	Thursday, 16th, 3.00 P.M.
Shanghai and North China	Thursday, 16th, 3.00 P.M.
Swatow, Amoy, Formosa and Foochow	Friday, 17th, 10.00 A.M.
Shanghai, North China and Japan via Mei	Friday, 17th, 11.00 A.M.
Macao	Friday, 17th, 1.15 P.M.
Wahaiwei, Chefoo and Tientsin	Friday, 17th, 3.00 P.M.
Strait	Friday, 17th, 5.00 P.M.
Kodak and Sandakan	Saturday, 18th, 11.00 A.M.
Shanghai, North China and Japan via Kobe	Saturday, 18th, 1.00 P.M.
Philippine Islands	Saturday, 18th, 1.15 P.M.
Macao	Saturday, 18th, 1.15 P.M.
Philippine Islands, Yap, Maroon, Friedrichs Wilhelmsafen, Rabaul, Herbertshöhe, Metropi, Samarai, Australia New Zealand and Tasmania via Brisbane	Saturday, 18th, 4.00 P.M.
Swatow	Saturday, 18th, 5.00 P.M.
Shanghai and North China	Saturday, 18th, 5.00 P.M.
Swatow	Sunday, 19th, 9.00 A.M.
Straits and India via Calcutta	Monday, 20th, 11.00 A.M.
Japan via Yokohama	Monday, 20th, 1.00 P.M.
Straits and Ceylon	Monday, 20th, 3.00 P.M.
Tsingtau and Newchwang	Monday, 20th, 3.00 P.M.
Chinwan	Tuesday, 21st, 10.00 A.M.
Shanghai, North China, Japan via Mei Victoria, B.C., and United States via Seattle	Tuesday, 21st, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Tuesday, 21st, 10.00 A.M.
KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Tuesday, 21st, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT AND EUROPE via BRINDISI Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 to Noon Extra Postage 10 cents	Tuesday, 21st, 10.00 A.M.
Philippine Islands	Tuesday, 21st, 10.00 A.M.
Philippine Islands	Tuesday, 21st, 10.00 A.M.
Straits and Ceylon	Tuesday, 21st, 10.00 A.M.
Hohow, Hai Phong and Pakhoi	Tuesday, 21st, 10.00 A.M.
Swatow	Tuesday, 21st, 10.00 A.M.
Tientsin	Tuesday, 21st, 10.00 A.M.
Timor, Australia, Tasmania and New Zealand	Tuesday, 21st, 10.00 A.M.
STRAIT, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT AND EUROPE via BRINDISI (Late Letters 11.00 to Noon Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail) Extra Postage 10 cents (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed Friday, 24th inst., at 5 P.M.	Tuesday, 21st, 10.00 A.M.
Yarra	Tuesday, 21st, 10.00 A.M.
Rubi	Tuesday, 21st, 10.00 A.M.
Tientsin	Tuesday, 21st, 10.00 A.M.
Swatow	Tuesday, 21st, 10.00 A.M.
Hohow, Hai Phong and Pakhoi	Tuesday, 21st, 10.00 A.M.
Swatow	Tuesday, 21st, 10.00 A.M.
Tientsin	Tuesday, 21st, 10.00 A.M.
Timor, Australia, Tasmania and New Zealand	Tuesday, 21st, 10.00 A.M.
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COMMERCIAL  
CLOSING QUOTATIONS.

ON LONDON	May 15th
Telegraphic Transfer	114 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days sight	2 1/2
Bank Bills, at 4 months sight	2 1/2
Credits, at 4 months sight	2 1/2
Documentary Bills 4 months sight	2 1/2
ON NEW YORK	
Bank Bills, on demand	25 1/2
Credits, at 4 months sight	25 1/2
ON HAMBURG	
Bank Bills, on demand	205
Credits, at 60 days sight	49 1/2
ON BOMBAY	
Telegraphic Transfer	149
Bank, on demand	149 1/2
ON CALCUTTA	
Telegraphic Transfer	149
Bank, on demand	149 1/2
ON SHANGHAI	
Bank, at sight	72 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA	
On demand	38 1/2
ON MANILA	
On demand	85 1/2
ON SINGAPORE	
On demand	120 1/2
ON HAI PHONG	
On demand	13 1/2 p.m.
ON SAIGON	
On demand	75 1/2
ON BANGKOK	
On demand	19.95
SOVEREIGNS, Bank's Buying Rate	19.95
GOLD LEAF, 100 fine, per tael	85.90
BAR SILVER, per oz.	28 1/2

SUBSIDIARY COINS	per cent
Chinese	20 cents pieces
Chinese	10 "
Hongkong	20 "
Hongkong	10 "

MAILS VIA SIBERIA	Due
London	May 10th
April 24th	May 14th
April 27th	May 14th

## SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 15th, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	MARKING QUOTA- TIONS CASH
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$833.33, sal. & sel.
China Borneo Company, Limited	60,000	\$12	all	\$104, sales
China Light and Power Company, Limited	50,000	\$5	all	\$1.95, sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$83, sellers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$56, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2, sal. & buy.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$44, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$110 1/2
Manila Metropole Hotel Limited	15,000	P. 10	all	\$25, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$24
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$20 1/2, buyers
H'kong & North China Steam Navigation Co., Ltd.	15,000	\$10	all	\$7, buyers
INSURANCE—				
Centennial Insurance Co., Limited	10,000	\$250	\$50	\$220
China F. Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Overseas Insurance Co., Limited	24,000	\$53.33	\$25	\$107
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$351, sales
North China Insurance Co., Limited	10,000	\$15	\$25	Tls. 141, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$815, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$195, Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$105, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34
Shanghai Land and Building Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 67/67 1/2, sales
MINING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36/6, buyers
Tromps' Mines, Limited	160,000	\$1	all	\$0 1/2, sales
Hawwood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	\$7
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4.60, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2
Philippine Co., Limited	75,000	\$10	all	\$1, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$108, buyers
LYON SUGAR REFINING CO., LIMITED	7,000	\$100	all	\$34
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sal. & buy.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$65, f'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	buy, £7.25, def.
Star Ferry Company, Limited	2,500,000	\$1	all	12 1/2, sellers
South China Morning Post, Limited	10,000	\$10	all	\$52, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$20, buyers
STOKES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$6 1/2, sales
Watkins, Limited	10,000	\$10	all	\$3, sales
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, sales
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	15,000	\$10	all	\$35
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$10
United Waterboat Co., Limited	100 shares	\$10	all	\$10
RUBBER—				
Para Rubber in London				47 1/2 per lb., sellers
Loans				
Chinese Imperial 1886	Th. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SYMTH, Share Brokers
TO-DAY				
2.30 P.M.—Auction of Valuable Household Furniture at Sales Rooms, by Mr. Geo P. Lamont.				
TO-NIGHT				
9 P.M.—The Great Raymond at the New Royal.				
FORTHCOMING EVENTS				
Saturday, 18th May—Ordinary Annual General Meeting of Peak Tramways Co., Ltd., at Hongkong Hotel, Noon.				
Saturday, 18th May—Grand Variety Enter- tainment at Palace Hotel, Mount Austin, 9 P.M.				
Monday, 20th May—Second Annual General Meeting of The Cathay Trust, Ltd., Shanghai, 4 P.M.				
Monday, 20th May—Special Meeting of Hongkong General Chamber of Commerce, in the Chamber Room, 4 P.M.				
Tuesday, 21st May—Fourteen Ordinary Annual Meeting of The "Star" Ferry Co., Ltd., at the Offices of Messrs. Dowell & Co., Ltd., 12.30 P.M.				



## TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON.—

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WARRANT awarded our Company  
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World for their purity and Quality. Fresh consignments monthly.

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SPECIAL (Cork Tipped).  
STATE EXPRESS (555).  
OZETTI (Egyptian Blend).  
WINIFRED (Gold Tipped).  
SELENDO (Oriental Blend).  
CHIEF WHIP (Virginia).

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